

Massachusetts Bicycle & Pedestrian Advisory Board Meeting Notes
Wednesday, January 23, 2019, 1:00 – 3:00 PM
State Transportation Building (STB), 10 Park Plaza, Boston
MassDOT Transportation Board Room, 2nd Floor

Welcome & Introductions: Pete Sutton, ex-officio, called the meeting to order.

Action items from last meeting – Pete reminded board members to supply any comments to both bicycle and pedestrian plans by the deadline of January 31st. Also mentioned:

- Regarding an action item from last meeting, MassDOT's GIS platform is currently undergoing a substantial system wide upgrade. Upon its completion, the public-facing GeoDOT Highway Project Viewer will contain all projects with an assigned number and will be able to be filtered by project type – such as Bikeway/Bike Path Construction. In addition, projects may also be filtered by status: DESIGN, CONSTRUCTION and COMPLETE.
- Governor Baker's recent filing of a new road safety bill which outlines several key proposals including classifying electric scooters and other low speed mobility devices, such as electric bicycles the same as bicycles according to existing Mass General Law.
- There has been interest expressed by other regional planning agencies such as Merrimack Valley Planning Commission and Old Colony Planning Council to participate as auxiliary board members to better represent the state as a whole. As such, MARPA designees will be expanded to include MVPC's Betsy Goodrich and OCPC's Paul Chenard in addition to PVPC's Jeff McCollough

Presentation & Discussion on Bicycle and Pedestrian Plan Implementation - subset of initiatives and actions – Drawing from initiatives and actions from both bicycle and pedestrian plans, Jackie DeWolfe gave an introduction on the contents of the presentation (attached) and what kind of feedback was desired from MABPAB. Specifically, input was needed for the upcoming revisions to both Healthy Transportation Policy and Healthy Transportation Policy Engineering Directive to ensure that designs benefit the maximum number of potential pedestrians and bicyclists. Andy Paul and Andrew Wilkins gave a presentation about design criteria – background, goals, and intended outcomes. After the presentation, MABPAB members took part in three separate break-out sessions (bike/ped/transit) to highlight their priorities for inclusion into the Healthy Transportation Policy and accompanying Engineering Directive updates.

Design Criteria Update Comments and Questions:

- A benefit of the existing directive is that it often leads to MassDOT having a larger role and influence in projects, often improving them
- MassDOT should carefully consider tradeoffs between modes when designing future projects
- Projects funded through grants should not be exempt from the directive
- What % of projects go through the design exception review (DER) process
 - Tom DiPaolo replied that 15-20% of projects require this process annually, roughly 35 out of 200 with DER costs ranging from \$5,000-\$30,000
- How would these new changes to the DER impact existing infrastructure that fails to meet the criteria?
 - Andy Paul explained that the new directive would apply to all future projects, including renovations on existing infrastructure
- How do we ensure the DER process, however well-intentioned not short-circuit future projects?
 - Jackie explained that this work is meant to double down on complete streets. She volunteered to discuss the process further with any MABPAB members
- It was requested that a glossary of terms be created to help board members and the public fully understand the scope of the directive and criteria
- Projects are not well publicized, which limits the public's ability to provide support and feedback
 - Pete stated that every project with an assigned number will be publicized using new tracking and data tools

Pedestrian Accommodation Criteria Comments and Questions from group break out discussions

- Clearly define the term "rural village"
 - MassDOT's Project Development and Design Guide includes discussion in Section 3.2.1, Area Types, on determining the context of a roadway (breaking out urban/suburban/rural into nine sub-types): <https://www.mass.gov/files/documents/2018/08/08/pddg.pdf>
- Have side paths next to roads in rural areas where sidewalks are not strictly required
- Require at least one crosswalk in rural villages

- Ensure that “points of interest” such as senior centers, libraries, and community centers have priority for a protected crosswalk in a rural village
- Clarify what is part of the 5’-0” minimum sidewalk width (not including grass strip or curb)
- Will mid-block crossings come under review as part of this process?

Bicycle Accommodation Criteria Comments and Questions

- Will the exceptions for slower roads be based on the road’s speed limit or prevailing speed?
- What is the technical difference between “separated” and “protected” bike lanes?
- Requirements for protection should increase as road speed increases
- Continuity with local & state owned bridges especially w/ speed changes
- Are sharrows (shared lane markings) considered bicycle facilities?
 - Michelle Danila informed her that they are not. They are a tool for wayfinding and certain type of treatments, but not a bicycle facility.
- Roads under 25 mph should NOT be exempt from bicycle facilities if they are necessary to connecting an existing bicycle facility network
 - example: Charles River bridges would fit this criteria and all bridges should have bicycle facilities in order to connect the bicycle networks one either side
- The requirement for bicycle facilities within 1.7 miles of a transit stop should be specified to include bus stops
- The minimum width for bi-directional bike facilities should be 12’ rather than 10’
 - Request design exception for less
- Transit stops: Do we include bus stops for bike requirements?

Transit Accommodation Criteria Comments and Questions

- What are the requirements to ensure ADA compliance? (e.g. 8’x5’ boarding pad at bus stops)
- Link requirements to service frequency or ridership
- Include better lighting and wayfinding at bus stops
- Find a metric to determine if benches and furniture are necessary at a stop
- Consider formalizing stops at major destinations along flag stop routes
- Emphasize the need for coordination and sharing of information between MassDOT, municipalities, and regional transit authorities (RTA). Does MassDOT mandate lane width standards in regards to buses?

Other business:

- Jackie gave a brief background on the Roadway Safety Bill filed by governor Baker the day before (1/22)
- MassTrails – Feb 1 grant deadline for those interested in applying
- Save the date: MassDOT Innovation Conference – April 9-10, Worcester DCU Center
- Next meeting: March 20 at Blackstone Heritage Corridor Visitor Center in Worcester. Group was asked if anyone is interested in:
 - Carpooling
 - Arriving early for a brown bag lunch to discuss topics of interest to the group
 - Touring the new facility and adjacent trail
- In preparation for next meeting: brainstorm their goals for 2019/2020, in particular priorities from Bike Plan and Ped Plan
- List of board members in attendance (see below)
- Other attendees:
 - Josh Grzegorzewski (FHWA)
 - Jacinda Barbehenn (Town of Bedford)
 - Courtney Worhunsky (MassDOT D6)
 - Tony Lechuga (Livable Streets)
 - Casey Claude (CTPS)
 - Eileen Gunn (MassDOT)
 - Andrew Wilkins (MassDOT Highway Design)
 - Michelle Danila (MassDOT Highway Design)
 - Andy Paul (MassDOT Highway Design)
 - Tom Francis (MassBike)
 - Jeff Larason (EOPSS)
 - Paul Chenard (OCPC)

MA BICYCLE AND PEDESTRIAN ADVISORY BOARD
Board Member Sign-In Sheet
January 23, 2019 – STB, Transportation Board Room, 2nd Floor

Member Name	Attended December 13	Notes
Tom DiPaolo MassDOT-Highway	yes	
Andy Smith MassDOT-MBTA	yes	
Pete Sutton MassDOT-Planning	yes	
Kurt Gaertner EOEEA	yes	
Dan Driscoll DCR	no	
Jackie DeWolfe MassDOT	yes	
Ben Wood DPH	yes	By phone
Phyllis Cahaly MOTT	yes	
Jeff McCollough MARPA	yes	
Bryce Hoffman - Lowell Bike Coalition	yes	
Angela Johnson – T4MA	yes	
Keith MacDonald - South Coast Bikeway Alliance	yes	
Galen Mook - MassBike	yes	
Amanda Chilson – Northern Berkshire Community Coalition	yes	By phone
Karin Goins – Walk/Bike Worcester	yes	By phone
Seun Oluwole – Town of Stoughton	no	
James Fuccione - Mass. Healthy Aging Collaborative	yes	
Cheryl Casper – Town of Great Barrington	no	
Sam Squalia – Fitchburg City Council	yes	
Wendy Landman - WalkBoston	yes	
Maureen White	yes	
Morgan Drewniany – Town of West Springfield	yes	